

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER
MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S
LEMON SQUASH.
A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 4th May, 1891.



BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted
with automatic Steam Machinery of the
latest and most approved kind, and
we are well able to compete in
quality with the best
English Makers.

The purest ingredients only are used, and the
utmost care and cleanliness are exercised
in the manufacture throughout.

LARGE BOMBAY
"SODAS"

We continue to supply large bottles as
heretofore, free of Extra Charge, to those of
our Customers who prefer to have them to the
ordinary size.

COAST PORT ORDERS,
whenever practicable, are despatched by first
steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed
and placed on board ship at Hongkong prices,
and the full amount allowed for Packages and
freight received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG,"
And all signed messages addressed thus
will receive prompt attention.

The following is a List of Waters always
"Kept ready in Stock":—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty,
or greasy, or that appear to have been used
for any other purpose than that of Containing
Aerated Water, as such bottles are never used
again by us.

A. S. WATSON & Co., LIMITED,
Hongkong, China, and Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

DEATH.

At Swatow, on the 3rd instant, HENRY
MARCHITT.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 7, 1891.

Few thoughtful minds will be found to
dispute the wisdom of those statesmen
who guide the destinies of Australasia in
adopting the term "Commonwealth"—
common weal—as the proposed title of the
united Australasian dominion. Associating
the title as we must with that ever-glorious
page in English history when, under
Oliver Cromwell, England proudly led the
van of freedom on to prosperity and power,
may we not hope that similar measure
of success may be accorded in the
near future to our Australian relatives?
Not only does the association of ideas
in this connection appeal to our mental
faculties in the strongest manner, but
he must be but a sorry creature
indeed, who fails to recognize the
prescient consequences of still further
developments in the direction of liberty
and social immunities with which this

principle is fraught. Already in South
Africa we witness a reflex of the principle
of federation inaugurated in Australia. In
Canada, Nova Scotia and British Columbia
it has been for some time an accomplished
fact, as well as virtually so in the British
possessions in Asia, that is British India,
binding together in one common interest,
dependent, independent, or semi-dependent
races, whether Hindu, Mohammedan,
Buddhist, or Parsee, from the Chinese
frontier to the borders of Persia and
Turkistan. The principle involved in this
new departure is not only a sound and wise
one, but in the face of the combinations of
other powers it seems to be one not only
essential but of vital importance to the well-
being of the national fabric. It is likewise
particularly contagious, as the force and
necessity of it appeals at once to every
average intellect; therefore we may safely
assume that at no great interval of time
we shall see the principle extended in
this direction, and Hongkong forming the
northern outpost of a British
Eastern Asian Commonwealth, affiliated
with and holding interests in common with
Borneo north and central, the Straits, and
the Malay peninsula, up to the frontiers
of Tenasserim. There seems to be no
reason why our friendly ally and neighbor
Siam should not throw in her lot at once
in such a political combination, as "Defence,
not Defence" would be the guiding
principle, and all the true interests of Siam
rest with her remaining firm to her engage-
ments with England. Great Britain
absorbs a far greater proportion of the
commerce of Siam than any other
foreign nation; and this trade is yearly
increasing; with this colony alone there
is a fleet of magnificent British steamers
numbering some twelve vessels engaged
in the direct trade, with a like number
from Singapore; moreover for years past
the Siamese Government has made every
effort to cultivate the friendship of Great
Britain, and the principal Departments
of State contain a larger proportion of
British than of any other nationality, and
their institutions are more or less framed
upon British models. Therefore Siam,
from her geographical situation, having
frontiers contiguous to ours, extending
virtually from Burma to our Malay
possessions, must necessarily be an impor-
tant factor in any such political deal as
that indicated. This is indeed recognized
by the Indian Government, which has
become seriously alarmed at the political
intrigues contemplated on the Burmah-
Siamese frontiers, and is promoting
closer friendly relations with Siam. A
girdle of common interests embracing the
entrance and approaches to the China Sea
from the equator, and extending on the
east and west sides of the sea to the eighth
parallel of north latitude, with Hongkong
so to speak as the point d'appui of this
quadrilateral, is a practical outcome
of the principles inaugurated in Australia,
which is finding prompt and ready
adoption wherever the flag of England
waves. The only difficulty in the way of
carrying out any progressive step of the
kind, although clearly demonstrable, is to
be found in the apathetic indifference and
selfishness of our present rulers. The
slightest interest shown by the legislative
representatives of the colony, who foresee
and point out rocks ahead, is not shared by
a solid phalanx of official nincompoops
who, screening themselves behind their
official positions, treat every suggestion
made by our representatives with con-
temptuous disdain, if not with marked
disrespect. That such a condition of
affairs can always exist in a colony of
this importance we cannot for a moment
admit, and there are not wanting signs
that the provocation given by the
Executive has reached its limit, and next
year at the latest, with a Liberal
Government in power, which seems more
than probable, a far more amenable and
practical form of Government will prevail
in future.

TELEGRAMS.

ENGLAND AND ITALY.

LONDON, July 4th.

Sir James Fergusson in the House of
Commons stated that the *intima cordata*
between England and Italy remains unchanged.
The employment of British forces for the
maintenance of the *status quo* in the Mediter-
ranean will depend upon England's estimate
of the position of affairs.

LOCAL AND GENERAL.

The density of population in England is
estimated at 492 to the square mile of Germany,
221 France, 187 in the United States about 19.

The *Myosin*, with Hankow tea, arrived home
on Thursday, the 2nd instant, having made the
trip in a few hours over thirty-five days. She
beat this time in 1888.

In the case of Denning *versus* the Yokohama
Printing Co., in which the plaintiff claimed
\$11,700 damages for dismissal from the editor-
ship of the *Japan Gazette*, a compromise has
been effected, \$11,000 being paid him in full
settlement.

THE master of the steamer *Verona* reports having
passed a German barque flying L.C.G.P. in lat.
27.12 north and long. 122.12 east. She wished
to be reported "all well."

Mr. W. V. Drummond, of Shanghai fame, is
due here in a day or two to take part in the
important will case, in which the Ho family of
Hongkong are concerned.

THE Fantai, or Provincial Treasurer of Kwang-
tung, who has been staying with his suite at the
Victoria Hotel since Saturday, is apparently so
enamoured with Colonial institutions that he has
decided to postpone his departure for Canton
until Friday.

"The champion barber of the Pacific Coast"
shaved a man the other day in San Francisco
in thirty-one and a half seconds. That was the
time recorded by the judges. The statement of
the victor operated upon as to his impressions
of the flight of time during the performance has
not yet gone on record.

THE Band of the A. & S. Highlanders will play
the following program at the Sanitarium, to-
morrow, commencing at 5.15 p.m.:—

Overture..... "Zampa"..... Herold
Waltz..... "Espas"..... Waldteufel
Selection..... "Overture"..... Strauss
Cavatina..... "The Love Song"..... Sullivan
Selection..... "Ruy Blas"..... Liszt

THE *Pharmaceutical Review* gives these five
ways to cure colds quickly:—1. Bathe the feet
in hot water and take a pill of hot lemonade.
Then sponge with salt water and remain in a
warm room. 2. Bathe the face in very hot water
every five minutes for an hour. 3. Snuff up
the nostrils hot salt water every three hours. 4.
Inhale ammonia or menthol. 5. Take four
hours' active exercise in the air. A 10-grain dose
of quinine will usually break up a cold in the
beginning.

ABOUT 9.30 a.m. to-day the steamer *Deima*,
lying off the Harbour Office, hoisted the alarm-
ing signal "I am on fire." The police launch
towed the floating fire-engine alongside, but
found that a few buckets of water had put out
whatever outbreak there had been. It appeared
that some cooie had thrown a lighted cigarette
down the hold, which was filled with oil and
sugar. It was fortunate that the officers acted
so promptly, as in a few minutes the inflam-
mable cargo would have been beyond saving.

THE elder Baron Rothschild had the walls of his
bank palatial with the following curious
maxims:—Carefully examine every detail of
your business. Be prompt in everything. Take
time to consider, and then decide quickly. Dare
to go forward. Bear troubles patiently. Be
brave in the struggle of life. Maintain your integrity
as a sacred thing. Never tell business lies.
Make no useless acquaintances. Never try to
appease a denouement in ruin and then your
debts promptly. Learn how to risk your money
at the right moment. Shun strong liquor.
Employ your time well. Do not reckon upon
disgrace. Be polite to everybody. Never be
discouraged. Then work hard, and you will be
certain to succeed.

By order of H.E. the Administrator Mr. Chi A
Lik was arrested to-day by the police and duly
deported. The police thus lose one of the most
useful informers they have ever had. But like
most informers he was a thorough scoundrel,
and some of his kind friends informed the
Governor of his conduct. "Through an ordinance
which knocks spots off the Russian system of
arresting Nihilists, his Excellency is able to
issue a warrant, and without trial, examina-
tion, inquiry, without even letting a soul
hear of it except the detective and his victim,
the person denounced is run in and then fired
out again, passage paid on board a steamer to
somewhere else, never to return under pain of
arrest and imprisonment as a criminal. Where
are the Borgias?"

In the Supreme Court to-day the Chinese will
sue, Tang Yung Mow v. Tang Tung Shang, was
continued. As before, Mr. Francis and Mr.
Phillips were for plaintiff, an infant, and Mr.
Leach and Mr. Robinson for defendant. The
case for the defence was opened by Mr. Leach,
and the court was asked first to decide whether
plaintiff's father was a natural or an adopted son;
second, if adopted, whether the adoption could
be deemed valid. This would be the simplest
way to decide whether he had an interest in the
estate or not. If not, of course, the whole case
fell through and defendant remained unassailed
in sole possession of the estate. If the issue was
decided the other way, then plaintiff and de-
fendant met on equal terms in the main dispute
over the will itself. Mr. Francis agreed to this
method of procedure, and Mr. Leach proceeded
to call his witnesses. The case will be con-
tinued to-morrow.

THIS ought to be a moral colony before long.
Everybody is trying to suppress vice in others.
According to evidence given in the Police Court
to-day Mr. John Raptis is the next candidate for
a pair of wings and a tin trumpet, not forgetting
the sin-slashing revolver. He is employed at
Quarry Bay Refinery, and so is Mr. T. Burnett.
The latter has a wife, but dispensed with forms
of marriage. The former has also a wife, duly
qualified for that post. Raptis felt after marriage
like the fox that lost his tail, and wanted the
affliction to be made universal. He did not like
Burnett to be free. So he went and complained
to the superintendent. Mr. Burnett very naturally
resented this kind interference, and it is to be
hoped he thoroughly thrashed Mr. R. Anyhow
he assaulted him, and admitted it when charged
in the police court to-day. Mr. Wise considered
the provocation received was so great that he
imposed a merely nominal fine of 50 cents. It
would be worth while having a few dollars' worth
more out of Mr. Fox.

FLORENTINO FRANCISCO and Filomeno Chaves
recently filled the Police Court to-day with loud
nomenclatures. "Drunk and dis" is a harsh
contrast, but the first named was charged by the
second with that offence. It was shown that
the prisoner went to prosecutor's boarding-house
on June 29th and gave him \$5. Since then
Florentino had been constantly drunk. One
would have expected the other man, he who got
the wherewithal, to be the one to get drunk, not
the one who parted with his wealth. But so it
was. Perhaps he was drunk at first, which
would explain his reckless freedom about money
matters. Filomeno further said Florentino
"kept wanting his meals at improper hours." Of
course a man of such dangerous tendencies
must not be allowed to go at large. Perhaps after
gorging the usual boarding-house hash he still
wanted dinner. On the glorious Fourth of July
prisoner was so abusive that prosecutor returned
the money previously mentioned, by way of
giving good for evil evidently. Prisoner thought
this a paying spec, and followed it up by threaten-
ing to stab him. But the where was now played
out, and prosecutor sent for a policeman. Prisoner
now admitted his faults, and confessed to a
previous knowledge of Victoria Gaol quarters.
He was fined \$10 or a month, and ordered to
give \$25 security for six months good behavior.
Drive in a terrible case!

At the Magistracy to-day Peter Kennedy, assis-
tant turnkey at Victoria Gaol, was charged with
being absent from duty without leave or excuse
on the 4th and 5th July. The offence being
admitted there was no option but to fine him
\$20. That will leave him about \$20 to live on
for the month. He that hath, to him shall be
given (Civil Service people); but he that hath
not, from him shall be taken even that which he
hath.

THE vine, says a writer in *All the Year Round*,
is in one respect out of the many that could be
mentioned, a particularly remarkable plant. It
might be called a climatometer—a measure of
indicators of climate. In cold, temperate regions
it survives all but the severest winters, grows
vigorously and clothes itself with healthy
and luxuriant foliage; but the fruit which it
may produce cannot ripen into an eatable
condition. Under a warmer and longer-sustained
temperature its grapes are acceptable as table
fruit, but will not make a drinkable wine. Under
still more favorable conditions the crop of
grapes will produce good wine. But even then,
there exists a sliding scale both of
climate and of quality. Suresnes, near Paris,
is celebrated for producing the poorest wine in
France—the *poit bleu*. Some varieties of
vine require more heat than others to bring their
fruit to due ripeness and flavor, as growers of
hot-house grapes are well aware. And these
facts offer a practical lesson and rebuke for the
consideration of theorists who recklessly advocate
fruit growing as a profitable branch of agriculture,
independent of locality and latitude. No man
can say why the same fruit in different countries,
or on different neighboring hills, should give us
such a multiplicity of exquisite essences—better
than all the medicated wines that doctors can
prescribe, or druggists compound—but it does so,
and we are grateful to a vine whose
subtlety, as Bacon said, is incalculable.

Strong manures and uncongenial earths
will surely spoil the flavor and perfume of
the resulting wine, and the "bottling" is one of
the elements of their approved and perfect
quality. Thus, Burgundy should have a decided
odor of roses; Bordeaux of violets.

DROWNING INQUIRY.

At the Magistracy this afternoon Mr. Wise
held an inquiry into the deaths of two Chinese
junk men, whose bodies were picked up in the
water last month. Mr. Ho Wyson watched the
case for the relatives of the deceased.

Inspector Corcoran said that two men had been
charged in connection with the case, and were
on bail. As far as could be gathered there was
no evidence against them whatever. The wit-
nesses had failed to identify them.

The two prisoners were put in the dock, and
the captain and two of the crew of junk No. 210
called. None of them knew the prisoners, who
were therefore at once discharged.

Dr. Marques gave evidence that the bodies were
very much decomposed when found. Death
appeared to have resulted from drowning. One
of the men had a contusion on the thigh. Both
bodies had been eaten away considerably by fish.

Lung Kun-yau, master of boat 526, found the
bodies, after search, on June 20th, off Yau-mai,
near the sailing vessels' anchorage. Did not
know how they came there. Knew both men a
little.

Ng Chai Tap, seaman on boat 214, identified
the bodies. On June 27th, about 9 p.m., he
went with four others from his junk in a boat to
junk 210. A "cock" man was on board of
210. (Cock-eyed man produced, identified, put
in, and marked A.) This man asked the visitors
to go on board to have a smoke. They were
invited originally to go on board and buy some
oil, and they had subscribed \$5 each. There
was a dispute, and before they knew quite
what was going on they were all overboard.
He saw the others in the water, bleeding from
the head. Some people on a steamer picked
him up. He was sure that neither of the deceased
assaulted anyone on board. They went on
board to buy some oil that had been stolen, and
because the master of the junk wanted too much
they quarrelled, and he struck them with a short
sword.

The man who was pick'd up with the last
witness gave similar evidence.

Ng Tai was then called and cautioned. He
said that he was master of the cargo-boat No.
210. On the night of the 27th ult., six or seven
men came on board and asked him to come to
search for contraband goods. He took them to
be policemen, and allowed them to search.
They found nothing, and he then invited them to
have tea and tobacco. They did so, and then the
last two witnesses started to take away a box.
He tried to stop them, but they knocked him
overboard, and he was picked up by a boat and
taken ashore. He knew nothing about the men
who were drowned. There was no oil on board.
About \$150 worth of property was stolen by the
thieves.

Kwok Yee-sing, also cautioned, said he was a
fellow of the last witness. He saw six or seven
men search the junk and take away clothing
and jewellery. The last witness interfered,
and they knocked him overboard. Witness and
others then attacked the "thieves," who jumped
overboard. They had swords, and witness
had not. They cut his thumb with a sword.

Dr. Marques, recalled, stated that when he
made a *post-mortem* examination of the bodies
he saw no marks of any sword-cut.

Detective Sergeant Hadden stated that on the
night of the occurrence he went to the steamer
Chowfoo, and the master, Capt. Phillips, told him
that he had seen four men in the water, being
struck at by other men who were in boats. Phillips
had two of the men picked up, but the other two
disappeared. Witness then went to cargo-boat
210, where they told him that the master had
been knocked overboard by six pirates, who had
stolen \$100 worth of jewellery. Witness searched
the boat, and saw no oil on board. The *foh*s
said they did not know the pirates.

Inspector Corcoran pointed out that they had
all failed to identify the two men who were
saved, before to-day.

His worship—Oh I've no doubt they are all
lying.

Lo Hing, another *foh* on the boat, said that
three men came on board, and were knocked
overboard. They stole \$100 worth.

His Worship doubted the advisability of
recording a finding of manslaughter, and
adjoined the inquiry till to-morrow.

"THE YEOMEN OF THE GUARD"
AT THE THEATRE ROYAL.

There was only a moderately large audience
at the Theatre Royal last night to witness the
production of Gilbert and Sullivan's Opera "The
Yeomen of the Guard" by the Willard Company,
but as upon all previous occasions their recep-
tion was hearty, and the gems of the Opera were
received with evident demonstrations of approval.
Had the place been more fully rehearsed and
gone a bit more smoothly it would doubtless
have been the best production the company had

yet favored the public with, but as it turned out
a few of the principals had to carry the entire
"show" on their shoulders; notably Messrs.
Walsh and Wentworth and Misses St. John
and Vera Patey, but especially so the talented
conductor, Mr. Zepplin. We are not going to steep
our grey goose quill in either vinegar or honey
upon this occasion, for it would be manifestly
unfair to those actors concerned if they were to
be censured for shortcomings that they were not
individually responsible for. It was too evident
last night that it was a lack of rehearsal that
marred the general effect of what would other-
wise have been an enjoyable performance. And
until this defect is remedied we will refrain
from criticising the company—at least by our
usual standard.

As we have already stated, the actors who
divided honors last night were Messrs. W.
Walsh and F. Wentworth. The former's
Colonel Fairfax was an exceedingly good all-
round performance; his acting was careful and
quite in contrast with some of his previous efforts,
whilst his vocalisation was simply perfect.
We have always known that Mr. Walsh could
sing when he chose, but last night he excelled
himself. In the song "I'll be a booby" in the
first act, and later on in the ballad which begins
"Free, free from his fetters grim" he was heard
to great advantage.

Mr. Wentworth's *Jack Point* was also a
splendidly conceived character, and was a most
agreeable surprise to the audience, for it is doubt-
ful if he has hitherto had credit given him for the
possession of such talents as he displayed last
night. *Jack Point* is a difficult and an exceed-
ingly trying character to play, for both action
and vocalisation have to be most carefully
studied and followed otherwise he becomes
ridiculous. Many at first slight him, but he
fools them. There is much of the nature of that
difficult, and Mr. Wentworth is to be highly
congratulated upon the success he achieved.
In the final scene both his acting and singing
were full of expression and feeling.

It is a pity that Mr. Frank Saxby does not
infuse his characters with a little more life and
action; he possesses a fair voice, but failed to
score a point as *Sir Richard Cholmondeley*,
neither did Mr. Philip Varnard as *Sergeant
Merrill*, nor Mr. E. Fearnley as *Leonard*. All
three were sadly deficient in a knowledge of the
requirements of their respective parts, which
evidently was due to want of rehearsal, for they
possessed voices of fair range and compass. The
personable Mr. Henry Hall seemed at first to
but ease in the incongruous part of *Shadobolt*,
but this clever youth could knock fun out of a
funeral, and when it is said that he made the
most of character one has said all.

Miss Alice St. John made a charming *Elise
Maynard*, both looking and acting the part to
perfection. Her duet with *Point* in the first act
"Sing me your song O!" was a very pretty
effort and in the *trio* between *Elise*, *Point*, and
Sir Richard her voice was heard to great
advantage, again in the recitative and song "Tis
done," and in the grand *finale* she was even better.

Miss Vera Patey is also to be highly commended
upon her conception of the lighter shades of
the character of *Phoebe Merrill*, but surely it
seems rather inconsistent that a young maiden
who has the courage to risk a deal in order to
liberate the man she loves, should laugh and
jeer at the unfortunate fool whom she has made
use of just when he kneels upon hearing that
his head must be forfeit for the very deed her
own father has done—hardly we think. This,
however, was but a slip, and is only pointed
out now because it is evident that Miss Patey
has made a special study of the character.
Her by-play with *Shadobolt* in the love-making
scenes was clever, and her singing correct.

Miss Bessie Royal made a fair *Dame
Carruthers*, although she was as far from her
natural element as one pole is from another.
However, there was a point to be scored
Miss Royal is far too clever an actress to miss
it. Miss Claude Denver had little to do as *Kate*,
but her voice was particularly noticeable in the
quartette in the second act, and also in the
choruses in which she was engaged. Amongst
the young ladies of the chorus there are some
good and well-trained voices which could
be heard to far greater advantage if the fair
possessors thereof chose to exercise them with
a little more will. As a successful conductor
under manifold difficulties Mr. Zepplin has for
equals, and last night his abilities were taxed to
the uttermost. Indeed it may be said that it
was due in no small measure to his exertions
that "The Yeomen of the Guard" met with the
reception it did.

RAUB.

Mr. Seaton, of Raub fame, is staying in Hong-
kong just now, on his way to England, to
America. At the request of a few gentlemen
interested in the enterprise he gave a brief
summary of the position of affairs at Raub, to a
select audience in the Hongkong Hotel this
morning. He said that the concession was 20
square miles in extent, and adjoined the
Malay Prospecting Company's lot. The latter
Company had tunnelled and sunk some 80 or
100 feet at the joint boundary on the south,
and found gold everywhere. The Raub
Company's last workings were taken from the
western side, near Raub Hole, but about two-
thirds of the stuff was by mistake taken from a
branch lode that had been struck in Mr. Bibby's
absence, and the results had therefore been much
less satisfactory. When they got down 100 feet
in the western lode they would have enough
stuff in sight to keep the battery going day
and night for the next twelve months,
and he fully anticipated an average of two ounces
to the ton—possibly more, for the prospects
improved as they got deeper, the lower formation
being more settled and better defined. At
Bukit Jalla the reef cropped out on both sides
of the hill, which was tunnelled to the depth of
about 120 feet. Prospects of from a few ounces
to the ton were found in a reef
averaging ten feet wide. Even the quincop
showed from 7 dwts. to half an ounce to the ton.
Equally good were the trials from another hill,
near by, and further on still a well-defined reef
varying from 18 inches to seven feet in
thickness, yielded a quarter of a dwt. to the
ton on the surface. All that was really known of
the whole area of the concession as yet was a
track about three miles long and 400 feet
broad, so much preparatory work had had to
be done. The river had been cleared for 60 miles;
and about seven miles of excellent roads made,
so that now machinery could be transported to
within three miles of Raub by water. At present
they had very little except prospecting machinery,
and more was required. Instead of a 10-stamp
battery they needed one of 100 stamps; the
cost of running it hydraulically would be small,
for there was an abundance of water. There
were nothing like such prospects in Australia
or New Zealand. Even the reefs at deserted
workings like those at Bukit Malacca yielded
half an ounce to the ton, and they had
nothing to do but shovel it up and take it
to the battery. He was not dissatisfied with
the results up to now—if they considered
all that had been done he thought there
was a credit balance of quite £3,000 to £4,000
left. The very last time he saw Mr. Bibby that
gentleman told him he had never seen anything
so extensive and promising in all his experience.
Of course they could not pretend to work the
whole concession—it was too big enough for ten
thousand men; if he was a downy Corporation

THE TROUBLES IN THE NORTH.

Our Shanghai exchanges report further attacks
on Roman Catholic missions up the Yangtze.
The steamship *Tai-king*, on stopping at the
Tung-chow passenger station on the 2nd inst.,
received on board the Rev. Father Revere, who
reported that the chapel and school at Sao Kow-
hien, as well as the residence of the priests,
were attacked, looted and burned down at 4
o'clock on the afternoon of the 26th ult. During
the whole of that day placards were posted up
about the place calling on the people not to send
their children to the school or church, which
plainly proves it to have been a premeditated
affair, similar in all respects to the Wuhu trouble
and the other disturbances that have taken place
along the Yangtze Valley. Father Revere was
escorted by a guard of ten soldiers to Fungchow,
and he says threats are rife to burn the Mission
premises there also.

See Kow-hien is an important Jesuit Mission
station, situated about 180 li from the river.

MORE ANTI-CATHOLIC OUTRAGES IN THE NORTH.

Père Colomb sent the following details of
the recent incendiarism at Yauko to the *N. C.
Daily News* of Friday last. The affair happened
on Monday evening, the 29th of June. For
some days placards had been posted up in the
town repeating the old calumnies, which were
made more absurd by there being no orphanage
at Yauko. The Father in charge made several
representations to the Hsien, that the placards
should be removed, and only got promises. He
then went himself to the Hsien, who had
some of the placards torn down; but it was too
late; on returning to the residence he was
followed by an immense crowd. The
Chuchien fell on his knees before them, and
begged them to desist; but the doors were soon
forced, everything was methodically looted, the
crowd passing the things from hand to hand in
a chair, so that nothing might be missed; then
the house was set on fire and everything spared
by the fire was carried off.

The military mandarin attempted resistance
and was slightly wounded; he arrested two of
the incendiaries *flagrante delicto*. The Chuchien
let them go, and blamed the military mandarin:
"As the riot could not be stopped," he said, "the
best way was to let it alone, we can easily settle
such a small matter by and by." The Chuchien
is only acting, his appointment being for twenty
days only; it was his first day of office, which is,
no doubt, why the rioters chose that particular
day. The Father retreated to the *yamen* with
his eight or ten followers, but he was again
besieged by the crowd who obliged their
mandarin to hand over the Father and his people.
They were put into chains, escorted by runners
and conducted to Tongchow. Here there is very
great excitement, but the best is hoped for, as
the mandarins are firmer there, and have three
hundred armed soldiers at Yauko there were
only twenty, and they had no guns.

In Kiangsi, near the city of Fuchow, four
chapels have been destroyed in the last few
days. All this seems to show a well organized
scheme, which is being slowly and surely carried
out. There is not a chapel in the interior which
may not expect to be set on fire as soon as the
opportunity comes.

We are informed moreover that the Lazarists
expect daily to hear of the destruction of their
establishment at Nanchang Fu, the capital of
Kiangsi, on the Poyang Lake.

THE DISTURBANCES AT WENCHOW.

(From a Correspondent.)

Coast Ports are always ready.
61 Hongkong, 24th September, 1890

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue, 207 per cent. premium, sales.

Union Insurance Society of Canton—\$95 per share, buyers.

China Traders' Insurance Company—\$95 per share, sales and buyers.

North China Insurance—Tls. 375 per share, buyers.

Canton Insurance Company, Limited—\$115 per share, sellers.

Yangtze Insurance Association—Tls. 72 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$305 per share, buyers.

China Fire Insurance Company—\$81 per share, buyers.

Hongkong and Whampoa Dock Company—\$100 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$337 per share, sales.

China and Manila Steam Ship Company—105 per share, buyers.

Hongkong Gas Company—\$131 per share, sellers.

Hongkong Hotel Company—\$120 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China Steam Navigation Company, Limited—277 per cent. discount, buyers.

Douglas Steamship Company—\$43 per share, sellers.

China Sugar Refining Company, Limited—\$189 per share, buyers.

Luzon Sugar Refining Company, Limited—\$86 per share, buyers.

Hongkong Ice Company—\$88 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share, buyers.

Hongkong Dairy Farm Co., Limited—\$7 per share, sales.

A. S. Watson & Co., Limited—\$20 per share, ex div. sales and buyers.

Chinese Imperial Loan of 1884—B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884—C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886—E—14 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$110 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

Punjab and Sindh Dug Samantan Mining Co.—\$24 per share, sellers.

The Roub Gold Mining Co., Limited—80 cents per share, buyers.

Imuris Mining Co., Limited—\$10 per share, sales.

The Balmoral Gold Mining Co., Limited—\$4 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$82 per share, buyers.

Tongqua Coal Mining Co.—\$300 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.

H. G. Brown & Co., Limited—\$50 per share, buyers.

Cruickshank & Co., Limited—\$25 per share, nominal.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.

The China-Borneo Co., Limited—\$15 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.

The Green Island Cement Co.—\$15 per share, sellers.

The Hongkong Land Investment Co., Limited—\$85 per share, sellers.

The Hongkong Electric Light Co., Limited—46 per share, sellers.

Geo. Fenwick & Co., Limited—\$155 per share, sales.

The West Point Buildings Co., Limited—\$25 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.

The Labuk Planting Co., Limited—\$15 per share, sellers.

The Tebbu Mining and Trading Co., Limited—\$4 per share, sellers.

The Selama Tin Mining Co., Limited—75 cents per share, sellers.

The Shamen Hotel Co., Limited—nominal.

The Kowloon Land Investment Co., Limited—\$15 per share, buyers.

Founders' shares, \$160 per share, sales and buyers.

London and Pacific Petroleum Co., Ltd.—\$15 sellers.

The National Bank of China, Ltd.—55 per cent. div. buyers.

The National Bank of China, Ltd.—Founders' shares, \$250 per share, buyers.

EXCHANGE.

ON LONDON—Bank T. T. 3/21
Bank Bills, on demand 3/21
Bank Bills, at 4 months' sight 3/21
Credits at 4 months' sight 3/21
Documentary Bills, at 4 months' sight 3/21

ON PARIS—Bank Bills, on demand 4.00
Credits, at 4 months' sight 4.17
On India, T. T. 222 1/2
On Demand 222 1/2

ON SHANGHAI—Bank T. T. 7 1/2
Private, 30 days' sight 7 1/2

MAILS EXPECTED.

THE GERMAN MAIL.
The Norddeutscher Lloyd Co.'s steamer *Sachsen*, carrying the German mails, dated Berlin on the 6th ultimo, left Singapore on the 14th instant and may be expected here on or about the 8th.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Malouine*, with the French mail of the 12th ultimo, left Singapore on the 7th instant at 6 p.m. and may be expected here on the 14th.

THE AMERICAN MAIL.
The O. & O. S. Co.'s steamer *Oceanic*, with mails, etc., from San Francisco to the 13th ult., via Honolulu, left Yokohama on the 5th instant and may be expected here on the 11th.

THE INDIAN MAIL.
The steamer *Yapan*, from Calcutta, left Singapore on the 6th instant and is expected here on the 12th.

The P. & O. S. Co.'s steamer *Castor* left Bombay on the 28th ultimo and is due here on the 14th instant.

Shipping.

ARRIVALS.

VERONA, British steamer, 1,876, F. H. Seymour, 6th July, Yokohama 27th June, Mails and General—P. & O. S. N. Co.
SISKIAN, British steamer, 983, E. F. Stowell, 6th July, Saigon 2nd July, General—China.
CHIRANO HYE TENG, British steamer, 923, M. G. Scott, 6th July, Penang, and Singapore 30th June, General—Run Hin & Co.
INDEPENDENT, German steamer, 871, T. Schall, 6th July, Honolulu 10th June, Ballast—Weller & Co.
AMON, German steamer, 814, Th. Lehmann, 7th July, Shanghai 3rd July, General—Stemmen & Co.
RESHAU, British steamer, 2,156, W. E. Wheeler, 7th July, Shanghai 4th July, Mails and General—P. & O. S. N. Co.
FREIST, German steamer, 655, J. Jansen, 7th July, Whampoa 7th July, General—China.
COSMOPOLIT, German str., 551, Schaefer, 7th July, Hilo 3rd July, Wood—Weller & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Fahien, British steamer, for Swatow, etc.
Chang Hye Teng, British steamer, for Amoy.
Tilut, Norwegian steamer, for Kaichinow.

DEPARTURES.

July 7, *Fahien*, Danish str., for Holoow, etc.
July 7, *Triumph*, German str., for Holoow, etc.
July 7, *Chafso*, British steamer, for Shanghai.
July 7, *Agamemnon*, British str., for Amoy, etc.
July 7, *Benglos*, British steamer, for Kobe.
July 7, *Fahien*, British str., for Swatow, etc.
July 7, *Fukuh*, Chinese str., for Shanghai.

PASSENGERS—ARRIVALS.

Per *Verona*, str., from Yokohama for Hongkong—Messrs. T. E. Davies, T. Kerr, K. W. Chick Wan, and 1 seaman, R.N. From Kobe, 1 Japanese, and 5 Chinese (steerage). From Yokohama, 1 British, 1 German, and 1 servant. For Ismailia—Mr. J. W. Girdlestone. For London—Mr. E. M. O. Little.
Per *Peihawur*, str., from Shanghai for Hongkong—3 Chinese. For Brindisi—Mr. Schmidt. For London—Mr. and Mrs. W. G. Conliss and 2 children, Mr. and Mrs. Harris, Ramsay and 2 children, and Mrs. Lindstrom and infant.
Per *Amoy*, str., from Shanghai—Baron Haerd, and 15 Chinese.

DEPARTED.

Per *Bayern*, str., from Hongkong for Singapore—Messrs. T. Stoddart, R. Gullerier, Gho Ping Sam, Owe Yung Yang, Lau Ching, Leung King Yung, Ching Chock Man, Pau Ching, Hing, O. Gibson, R. Gibson, A. H. Dudgeon, Orange, Wong Atai, Pau Ayce, Cheung Alam, Cham Algal, and Min Theatrical Troupe (to perform at Southampton). Mrs. R. H. Hosten, 1 child, and 1 servant. For Bremen—Mr. H. Welsch. For Yokohama for Genoa—Miss Ross Cavallone. For Aden—Mr. Chas. Tummins. For Bremen—Messrs. C. Myre, E. Elfer, and Karstenen. For Southampton—Messrs. C. Hyde and A. Yull. For Shanghai for Bremen—Lieut. Maure, von Levetzow, von Mann, Dr. Spiering, and 103 sailors. For Genoa—Mr. Fleischer. For Southampton—Messrs. A. C. Crawford and W. Knight.

Independent, str., from Honolulu—7 Chinese.
Per *Chang Hye Teng*, str., from Penang, etc., for Hongkong, Swatow, and Amoy—440 Chinese.
Per *Siskian*, str., from Saigon—152 Chinese.

REPORTS.

The British steamship *Chang Hye Teng* reports that she left Penang, and Singapore on the 30th ultimo. During the passage had fine weather and moderate monsoon.

Post Office.

A MAIL WILL CLOSE.
For Singapore—Per *Bhigenia* to-morrow, the 8th instant, at 9.30 A.M.
For Straits and Calcutta—Per *Chalydora* to-morrow, the 8th instant, at 11.30 A.M.
For Melbourne—Per *Tsian* to-morrow, the 8th instant, at 5.00 P.M.
For Shanghai—Per *Bombay* to-morrow, the 8th instant, at 5.00 P.M.
For Europe, etc., India via Bombay—Per *Peihawur* on Thursday, the 9th instant, at 11.00 A.M.
For Nagasaki, Kobe, and Yokohama—Per *Verona* on Friday, the 10th instant, at 5.00 P.M.
For Europe, etc., Australia, India, via Madras, and Mauritius—Per *Calcutta* on Wednesday, the 15th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTY, Danish steamer, 355, H. Hygam, 5th July, Holoow 3rd July, General—Arnhold, Karberg & Co.
AMON, German steamer, 771, C. G. Krudner, 4th July, Mauritius and Singapore, 10th June, Old Iron—Weller & Co.
BOMBAY, British steamer, 2,047, B. Bason, 4th July, London 16th May, and Singapore 18th June, General—P. & O. S. N. Co.
CHIKYDRA, British steamer, 1,775, R. Cass, 3rd July, Singapore 27th July, General—Jardine, Matheson & Co.
CROW-CHOW-ROO, German steamer, 796, F. Clausen, 4th July, Whampoa 4th July, General—Melchers & Co.
CITY OF PEKING, American steamer, 3,129, R. R. Searle, 27th June, San Francisco 2nd June, and Yokohama 21st, Mails and General—P. & O. S. N. Co.
DECDMA, German steamer, 956, C. Christensen, 5th July, Samarang 25th July, General—Geo. R. Stevens & Co.
DIAMANT, British steamer, 114, J. C. Gerard, 6th July, Manila 3rd July, General—Shewan & Co.
FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.
GENERAL WERDER, German steamer, 1,870, B. Blanke, 30th June, Yokohama 21st June, Mails and General—Melchers & Co.
IPHIGENIA, German steamer, 1,208, Magley, 6th July, Holoow 29th June, General—Stemmen & Co.
KWAHANG, Chinese steamer, 1,506, E. L. Linton, 4th July, Whampoa 4th July, General—C. M. S. N. Co.
MONKONG, British steamer, 870, G. Anderson, 3rd July, Bangkok 23rd June, and Kohak 26th, Ripe—Yuen Fat Hong.
NESTOR, British steamer, 1,267, Thompson, 5th July, Singapore 29th July, General—Butterfield & Swire.
NINPO, German steamer, 762, R. Kohler, 4th July, Whampoa 4th July, General—Stemmen & Co.
PARHIA, British steamer, 2,035, John Panton, R.N.R., 25th June, Vancouver, 21st July, Yokohama 18th, and Shanghai 29th, General—Doddwell, Carill & Co.
PILOT FINE, British steamer, 1,611, A. Stapan, Hongkong and Whampoa Dock Co.

HONGKONG—STEAMERS.

Continued.

POLLUX, German str., 895, H. Hallmers, 23rd June, Saigon 19th June, Ripe and Paddy, Melchers & Co.
RIVERDALE, British steamer, 1,311, J. Mooney, 5th July, Nagasaki 28th June, Coals—Mitsui Bishi Colliery.
SUNGKIAN, British steamer, 999, C. B. N. Dodd, 3rd July, Swatow 2nd July, General—Butterfield & Swire.
TERRAL, British steamer, 1,684, G. W. Hall, 5th July, Bombay 18th June, and Singapore 20th, General—P. & O. S. N. Co.
TILLUS, Norwegian str., 1,048, J. Amundsen, 4th July, Kutchinow 28th June, Coals—Mitsui Bussan Kaisha.

SAILING VESSELS.

CALBURGA, British ship, 1,350, Douglas, 4th June, New York 23rd January, Petroleum—Russell & Co.
CARL FRIEDRICH, German ship, 2,040, H. Frohlich, 5th July, Cardiff 21st March, Coals—Melchers & Co.
ERIKSSON, Chinese bark, 457, Optima Examination, Stonecutters Island—Chinese Customs.
GEORGIETTA, American bark, 985, Kaiton, 18th June, Singapore 5th June, Timber—Master.
HYDRA, Danish bark, 786, C. Christensen, 26th April, Hamburg 5th December, General—Carlowitz & Co.
ISALAC REED, American ship, 1,489, F. D. Waldo, 25th May, New York 23rd Nov., Kerosene Oil—Russell & Co.
MCLAUGHLIN, American ship, 1,313, F. L. Oakes, 28th April, New York 30th November, General—Oakes.
MINING G. WHITING, British bark, 1,221, W. H. Smith, 18th June, New York 2nd Feb., Kerosene Oil—Jardine, Matheson & Co.
OMIDA, British bark, 480, A. V. Brown, 23rd May, Singapore 24th April, Timber—Master.
P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 12th June, Saigon, 6th June, Rice—Captain.
STANTWILL, British bark, 590, J. Clark, 3rd July, Sourabaya 14th June, Ballast—Captain.
VELOCITY, British bark, 491, R. Martin, 26th May, Honolulu 19th April, General—Chinese.

Intimations.

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.
JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special Terms for Shipping and Large Orders.
Sole Agents: ROBERT RAWLINSON, C.E., Chief Sanitary Engineer, Local Government Board, London, says: "It is the best Disinfectant in use."
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 19th June, 1888.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.
SHIPMASTERS AND ENGINEERS.

are respectfully informed that, if upon their arrival in this Harbour any of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES, Secretary.
Hongkong, 21st August, 1888.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains four times.)
Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!
Hongkong, 20th May, 1888.

W. S. MARTEN,

ARTISTIC DECORATOR,

DUDELL STREET,

HONGKONG.

FIRST CLASS WORKMANSHIP

MODERATE FEES.

M. R. WONG TAI-FONG,

Surgeon Dentist,

(Formerly styled Apprentice, and latterly assistant to Dr. ROBERTS),

HAS REMOVED TO

THE MARINE HOUSE,

QUEEN'S ROAD,

(next to the Telegraph Companies).

CONSULTATION FREE.

Hongkong, 7th March 1891.

S. I. EN TING,

SURGEON DENTIST,

No. 10, D'ARQUER STREET,

TERMS VERY MODERATE.

Consultation free.

Hongkong, 11th March, 1891.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking Tuesday 7th July.
City of Rio de Janeiro Thursday 30th July.
China Saturday 22nd Aug.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 8th July, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00
To Liverpool and London 345.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to destination in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 6th July, 1891.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERHIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "FESHAWUR," Captain W. A. Wheeler, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY, and SUEZ CANAL, on THURSDAY, the 9th July, at Noon.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Side and Valises for Europe will be transhipped at Colombo. General Cargo for London will be conveyed via Bombay without transhipping, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT AND PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 26th June, 1891.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

ON SUNDAY, the 2nd day of August 1891, at 11 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with Mails, Passengers, Specie & Cargo, will leave this Port as above, calling at GENOA. Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on the 1st August. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewards.

For further Particulars apply to M. L. CHEN & Co., Agents.
Hongkong, 6th July, 1891.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Oceanic Saturday 18th July.
Yokohama, on SATURDAY, the 18th July, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 24th June 1891.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Parthia Tuesday, July 21st.

Empress of Japan Tuesday, Aug. 11th.

Empress of China Tuesday, 1st Sept.

THE R. M. S. "PARTHIA,"

3,167 tons, Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 21st July, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esquimaux, New Westminster, B.C., 225